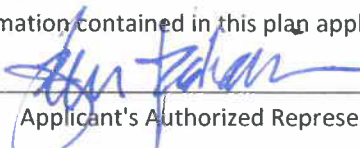


1. Application Form

Applicant (Agency & address - including zip) <div style="float: right; text-align: right;"> Check one City <input checked="" type="checkbox"/> X County <input checked="" type="checkbox"/> X MPO <input type="checkbox"/> COG <input type="checkbox"/> RTPA <input type="checkbox"/> JPA <input type="checkbox"/> Joint Proposal <input type="checkbox"/> </div>		Proposed Date of Completion: July 2011 – June 2013	
		Grant Amount Requested: \$ 633,000 If Joint Proposal, list participating entities/ contact person:	
Lead Applicant's Name: City and County of San Francisco Title of Proposal (summarize the deliverable to be funded by this grant) Green Connections – Linking EDCs to Public Amenities and Open Space			
Applicant's Representative Authorized in Resolution Name: John Rahaim Title: Director Phone: 415-578-6268 Email: john.rahaim@sfgov.org		Person with Day to Day Responsibility for Plan (if different from Authorized Representative) Name: Susan Exline Title: Planner, Citywide Policy Phone: 415-558-6332 Email: susan.exline@sfgov.org	
<i>Check all of the following that are incorporated or applicable to the proposal:</i>			
Focus Area		Program Objectives	
<input checked="" type="checkbox"/> X	Focus Area # 1	<input checked="" type="checkbox"/> X	Applying for 20% EDC set aside
<input type="checkbox"/>	Focus Area # 2	<input checked="" type="checkbox"/> X	Improve air and water quality
<input type="checkbox"/>	Focus Area # 3	<input checked="" type="checkbox"/> X	Promote public health
Eligibility Requirements (mandatory)		<input checked="" type="checkbox"/> X	Promote equity
<input checked="" type="checkbox"/> X	Consistent with State Planning Priorities	<input checked="" type="checkbox"/> X	Increase affordable housing
<input checked="" type="checkbox"/> X	Reduces GHG emissions on a permanent basis	<input checked="" type="checkbox"/> X	Increase infill and compact development
<input checked="" type="checkbox"/> X	Collaboration requirement	<input checked="" type="checkbox"/> X	Revitalize urban and community centers
Priority Considerations		<input checked="" type="checkbox"/> X	Protect natural resources and agricultural lands
<input checked="" type="checkbox"/> X	Demonstrates collaboration & community involvement	<input checked="" type="checkbox"/> X	Reduce automobile usage and fuel consumption
<input checked="" type="checkbox"/> X	Addresses climate change impacts	<input checked="" type="checkbox"/> X	Improve infrastructure systems
<input checked="" type="checkbox"/> X	Serves as best practices	<input checked="" type="checkbox"/> X	Promote water conservation
<input checked="" type="checkbox"/> X	Leverages additional resources	<input type="checkbox"/>	Promote energy efficiency and conservation
<input checked="" type="checkbox"/> X	Serves an economically disadvantaged community	<input checked="" type="checkbox"/> X	Strengthen the economy
<input checked="" type="checkbox"/> X	Serves a severely disadvantaged community		
I certify that the information contained in this plan application, including required attachments, is complete and accurate Signature:  August 27, 2010 Applicant's Authorized Representative as shown in Resolution Date Print Name and Title: John Rahaim, Director, San Francisco Planning Department			

2. Proposal Summary

Green Connections will increase access to parks and open space in the City's highest need areas—neighborhoods with low incomes, high population densities, and large populations of children and aging adults—by re-envisioning local city streets as 'green connectors.' This project would create sustainable corridors that enhance resident mobility, green neighborhood streets, link residents to larger open space and recreational opportunities nearby, and improve pedestrian and bicycle access to community amenities. In partnership with multiple City agencies, the Planning Department will focus on six economically disadvantaged communities (EDCs).

Green Connections will support the state's AB 32 GHG emission reduction targets, implement SB 375, and create sustainable communities through four activities.

1. Intensive public outreach will include identifying and meeting with local community groups; distributing emails and flyers to local residents; door-to-door canvassing; and tabling neighborhood events. Outreach staff will also survey people about how they currently get to parks and open spaces and how they use their local streets. This data will be integrated into a Green Connections map and used to inform the design process. Community workshops will include translators and child care.
2. A connectivity needs assessment in three of the six EDCs will place Green Connection streets in the context of other transportation needs. Potrero, Bayview-Hunters Point, and Visitation Valley are isolated from parks, recreational facilities, and other communities amenities. The needs assessment will ensure that Green Connections are integrated into efforts to increase accessibility to healthy food and local businesses. The other three neighborhoods—Chinatown, Tenderloin, and Western Addition—are part of comprehensive area plans that included transportation and connectivity assessments.
3. Planning a Green Connections network and designing specific EDC streets will coalesce various agency street mobility proposals to develop a comprehensive network for each EDC. This map of all proposed work will help identify streets that can build on existing improvements to become the Green Connections. In addition to street-specific design plans, we will produce a series of policy recommendations on implementing Green Connections in high need neighborhoods.
4. A transportation impact study that will determine the impact of network and street proposals on existing transportation infrastructure. This is an important step towards making capital improvements on Green Connections.

We want children and families in these neighborhoods to be able to safely walk, bike, and use transit to get to local parks and recreation centers. The intended outcomes of the project are 1) the transformation of auto-centric streets into people-friendly thoroughfares, 2) an increase in activity, mobility, and open space usage in these EDCs, 3) improvements in neighborhood vitality and public health, 4) a decrease in GHG emissions from vehicles, and 5) a model for how green streets can be open space in their own right by including amenities such as multi-use paths, trails, or plazas.

Green Connections will reduce GHG by decreasing the number of vehicle miles traveled, increasing bicycle and pedestrian usage, and adding trees to our urban forest. By serving as open space and improving access to parks, Green Connections will improve public health by enhancing pedestrian and bicycle safety, encouraging walking, bicycling, and other physical activity. New landscaping along the green streets will increase permeability of the ground surface, enhance stormwater functions and ground water recharge, improve air quality, and create habitat for birds and animals.

3. Proposal Narrative

1: Threshold Requirements

1. Alignment with State Planning Priorities

a. Green Connections, as part of an ongoing effort by the City and County of San Francisco to preserve existing communities while planning to absorb regional growth, will support infill development and invest in existing communities by creating traffic-calmed, bicycle and pedestrian-priority streets that enhance public health, safety, and access to open space in existing communities. The project will prioritize pedestrian and bicycle travel, connect people to parks and open spaces, and significantly calm and/or divert traffic while improving conditions for walking and bicycling.

In collaboration with other public agencies and through community workshops with local residents and businesses, the San Francisco Planning Department will identify streets that can be converted into Green Connections, with enhanced ecological features, greening, and bicycle and pedestrian facilities; thus supporting the State's planning priorities of developing "underutilized land that is presently served by transit, water, and other essential services, particularly in underserved areas."

b. Green Connections will protect, preserve, and enhance environmental and agricultural lands, and natural and recreational resources by increasing public use and enjoyment of San Francisco's 5,000 acres of parks, trails, and open space and by creating new and sustaining existing animal and plant habitats. The project will model how densely built urban areas, where there is little undeveloped land, can redefine existing streets, making green urban open space from paved right-of-ways.

c. Green Connections will complement comprehensive efforts to absorb regional growth by creating the sustainable and inviting environment needed to support a growing population. These streets will encourage location and resource efficient development by improving existing infrastructure in the core of the region.

2. Reduction of Greenhouse Gas Emissions

a. Green Connections will reduce, on as permanent a basis that is feasible, greenhouse gas (GHG) emissions consistent with California's Global Warming Solutions Act of 2006 (AB 32). Compared to the status quo, fully realized Green Connections could increase bike ridership and pedestrian activity and add trees, which would contribute to an overall reduction in GHG emissions throughout San Francisco.

b. Green Connections will also be consistent with the greenhouse gas emission reduction strategies defined in the Sustainable Communities Strategy, which is currently in development through a collaborative effort spearheaded by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The Strategy will go into effect in 2013. Since our proposal work will be completed prior to 2013, the regional targets defined in ABAG's 2009 Projections will serve as proxy. In addition, we will refer to San Francisco's Climate Action Plan and the Mayor's SForward policy initiative for GHG emissions reduction guidelines.

3. Collaboration Requirements

The proposed project is consistent with Bay Area goals, including the implementation of SB 375. A letter from the Association of Bay Area Governments (ABAG) is attached.

2: Program Objectives

Green Connections are one component of a greater effort by the City and County of San Francisco to absorb our share of the expected regional growth while mitigating the potential impact of this growth on our communities, environment, and health. In a built-out urban area, development is inherently infill and during the past decade in particular, there has been considerable effort to update the General Plan to sustainably support this development. For example, five new Area Plans rezone formerly industrial areas to accommodate up to 10,000 new housing units and an update to the Housing Element identifies citywide strategies to meet State RHNA mandates for additional housing without compromising the character of existing neighborhoods.¹

An important complement to this work is the recent update of the Recreation and Open Space Element (ROSE) of the General Plan.² The ROSE defines how the City will balance growth and open space preservation. San Francisco has more than 5,000 acres of open space; Green Connections are envisioned as pathways that will connect EDCs to open spaces and transform streets into additional open space in the process, thus creating the green infrastructure needed to offset anticipated development.

Green Connections build on several recently completed City efforts, including ROSE, the San Francisco Bicycle Plan, the Better Streets Plan, and the Stormwater Design Guidelines. These plans collectively describe a set of strategies for how to improve our City streets for walking and bicycling, improve access to the City's parks and open spaces, and improve the ecological function of our streets. Green Connections will take these concepts to the next level, by identifying and applying concept designs to specific streets. How the project will accomplish each program objective is detailed below.

In describing how we intend to measure progress towards objectives, we have, when possible, identified indicators that use existing data sources. This will simplify future evaluation and allow assessment to draw on data prior to the implementation of Green Connections. This also helps tie proposed proposal strategies to other work, thus aligning this project with local and regional efforts already under way. We have also made an effort to develop indicators that closely relate to the proposed strategy so that we can attribute causation when possible (for example, where we propose planting trees to improve air and water quality, we can gather data from the Urban Forest Map³ to calculate the gallons of stormwater they are helping to filter and how many pounds of air pollutants they are capturing). But we acknowledge that many indicators will only be able to allude to contribution, not causation, because so many factors influence outcomes (for example, although community engagement in the street redesign process may influence community use of Green Connections, a plethora of other factors will determine who uses these public spaces). Given the challenges of developing accurate indicators, what we present here are our best suggestions and throughout this project we will work with public agencies and community members to carefully considering additional or alternative indicators.

1. Economically Disadvantaged Communities: The proposed work targets the economically disadvantaged communities (EDCs) of Chinatown, the Tenderloin, Western Addition, Potrero Hill, Bayview-Hunters Point, and Visitation Valley. These neighborhoods have high population densities with large minority populations, families with low incomes, and large populations of children and seniors. There are limited open green spaces within their bounds and little access to parks and open spaces in

¹ The Housing Element is currently under CEQA review and expected to be adopted by the Planning Commission before year end.

² The Recreation and Open Space Element (ROSE) is currently under CEQA review and expected to be adopted by the Planning Commission in April 2011.

³ The Urban Forest Map collects and manages data on the City's tree inventory. It is a joint project of the California Department of Forestry and Fire Protection's Urban Forestry Program, Friends of the Urban Forest, SF Department of Public Works, and SF Department of the Environment.

other parts of the city. EDCs will see all the benefits described in the following pages, but of most significance are:

- Better access to the more than 5,000 acres of open space in San Francisco
- Safer streets for bikes, pedestrians, and families
- Greener streets that will improve quality of health by encouraging physical activity and mitigating local noise and air pollution, decreasing chronic diseases such as obesity, diabetes, and asthma.
- More vibrant streets that can foster community, encourage neighborliness, and reduce social isolation

Three of these neighborhoods are the locations for HOPE SF sites, an initiative led by the Mayor's Office of Housing, to transform San Francisco's most distressed public housing sites into thriving mixed-income communities. The program will rebuild every housing unit, provide homes for current residents, and add new housing at different income levels. The program borrows from the most successful national models to focus on revitalizing the whole community, not just on constructing new buildings. With public and private partners, HOPE SF will support vital resident services, green design, and school and neighborhood improvements. The result will be healthy and thriving living environments for all residents, at all incomes, in communities that have been among San Francisco's most disadvantaged.

To measure benefits in EDCs, indicators may include a shift from auto mode to bicycle, pedestrian, or public transit (transportation data is gathered by the Metropolitan Transportation Agency). An increased utilization of open space by EDC residents may be another indicator. During the project, residents and businesses will have multiple opportunities to create their local Green Connections in ways that best serve them, so another indicator of success can be participation in community workshops.

Green Connections will remove barriers to sustainability in these neighborhoods by bringing open space and natural landscape elements closer to these communities. The immediate benefits are clear: healthier places and people, and safer streets for children and families. In the long term, these vibrant streets will be the backbone of sustainable new development, better transit options, increased sense of community and social cohesion, and stronger local business environments.

2. Improve Air and Water Quality: Green Connections will connect people currently isolated from urban open spaces, create green corridors that will improve air quality by decreasing vehicle miles travelled and by increasing the number of trees along miles of residential and commercial streets. Existing air quality conditions, such as particulate matter, nitrous oxide, and benzene will be used to identify exposure levels in EDCs and to help evaluate areas where green streets are most in need (data currently collected by BAAQMD's Community Air Risk Evaluation Program, and the San Francisco Department of Public Health).

Green Connections will improve water quality by installing sustainable stormwater management features (such as permeable paving or bioretention facilities) to capture stormwater. This, in addition to tree planting, will filter and slow the amount of water in combined sewer system that flows untreated into reservoirs, the Pacific, and the San Francisco Bay. Stormwater management data gathered by San Francisco Public Utility Commission can be used to quantify the impact of Green Connections on water quality.

Proposed strategies clearly align with the Bay Area Integrated Regional Water Management Plan. Published in 2006, the Plan articulates six common Bay Area water management interests; and Green Connections supports each and every one of these.

1. *Protecting the Bay – Delta Watershed* by capturing and filtering stormwater runoff
2. *Managing Impacts from an Increasing Population* by improving green public spaces in ways that facilitate water management
3. *Addressing Aging Infrastructure Needs* by leveraging funds to rebuild water management infrastructure while improving public space
4. *Maintaining a Vital Economy* by simultaneously improving water management and local community character
5. *Protecting Health, Safety and Property* by keeping our Bay and drinking water clean
6. *Increasing Efficiencies and Value Added through Coordination and Collaboration* by coordinating efforts among various city agencies and nonprofit organizations

Our proposed strategies are also consistent with the SF Public Utilities Commission's Urban Watershed Management Program, which shares such goals as promoting infiltration and groundwater recharge and enhancing the environmental quality of San Francisco's neighborhoods.

3. Promote Public Health: Green Connections will promote public health by providing safe, healthy public places as defined by the California Department of Public Health and supported by the SGC.⁴

- Meet basic needs. Green Connections will develop *safe, sustainable, and affordable transportation options* by adding bike lanes and improving pedestrian access. It will foster *complete and livable communities* by improving access to parks and recreational facilities. Green Connections will improve *access to nutritious, affordable food* by temporarily transforming streets into plazas for farmers markets and getting more people into local community gardens.
- Sustain a quality environment. Green Connections will transform paved streets into vibrant green areas with *clean air, soil, and water*. It will mitigate *excessive noise* by calming traffic and planting trees. It will also *preserve and increase use of existing open urban spaces*, everything from small playgrounds to large undeveloped parks. Collectively, these changes will lead to lower rates of chronic disease such as asthma.
- Provide adequate levels of economic and social development. With community involvement central to the planning process, we will ensure that these streets *support the healthy development of children and adolescents* because local residents will identify how best these streets can enhance their communities. *Health and social equity* are at the heart of the project. We envision these streets as a mechanism to bring more people to parks and open spaces.
- Support social relations. With the involvement of other city agencies and community groups in outreach and community workshops, we intend to foster *robust civic engagement* in the development process. Based on experience, community workshops often result in ongoing civic engagement. Groups of residents and local business owners often continue to meet and develop an active voice in local politics. The resulting green spaces will also increase *neighborly interaction and socialization*⁵ and make communities safer.

In the six EDCs where we will implement Green Connections, residents lack access to clean and safe playgrounds, streets, and parks. For example, in the Tenderloin, which is a dense urban area between

⁴ As per the definition of Health Communities provided in Appendix G of the Grant Guidelines and Application.

⁵ Sullivan WC, Kou FE, DePooter SF. 2004. The fruit of urban nature: Vital neighborhood spaces. *Environment and Behavior* 36(5): 678-700.

the downtown and the Civic Center there are 1,600 children under the age of five, yet there is only one playground. Sidewalks are narrow, trees are sparse and backyards are fully built out.

Consider the health impacts of simply adding trees in this neighborhood: Trees provide natural cooling through the shading of streets and buildings thereby reducing exposure to UV radiation and the risk of skin cancer, as well as energy demand and consumption. Trees also capture air pollution, reduce carbon dioxide, increase oxygen, and help capture storm-water runoff, filtering water to reduce the amount of mercury, oil, and lead going into the Bay. Trees can also serve as buffers to traffic, reducing pedestrian injuries. Several studies show that the presence of forests, trees and other vegetation improves adult recovery from mental fatigue, leading to a reduction in socially unacceptable behavior and crime, as well as fewer behavior problems among children.^{6,7}

To gauge the impact of Green Connections on public health, local levels of particulate matter, nitrous oxide, and benzene can be measured. Increased bike ridership and pedestrian activity, reduction in noise pollution, a decrease in pedestrian collisions and fatalities, and use of public space will be additional indicators. Transportation data is available through the Municipal Transportation Agency and the Statewide Integrated Traffic Records System. The SF Department of Public Health maintains the Healthy Development Measurement Tool (HDMT; available publicly at www.thehdmt.org), a comprehensive evaluation metric that can be used to access how social, environmental, and physical factors relate to green spaces. The HDMT is intended to help achieve greater sustainability and equity in growth and development planning.

Potential adverse health consequences include health equity issues if a subset of residents were to feel that their voices were not represented in the process. We will address this to the extent possible by distributing outreach information in multiple languages and having childcare and translators available at community workshops. There are very few adverse consequences of greening streets; one possible outcome could be that if street redesigns were to concentrate traffic onto adjacent streets, which would worsen air quality and pedestrian safety. The involvement of MTA, DPW, and DPH will help us identify where this might happen and how to best mitigate any potential consequences.

The Department of Public Health has already conducted several studies that will be used to implement this project. DPH has complete baseline conditions assessments of three HOPE SF sites using the HDMT. The HDMT includes baseline data on neighborhood conditions and composition in both mapped and in a tabular format, and a menu of policy and design strategies that can inform recommendations to improve baseline environmental health conditions and/or meet policy targets to address health in the context of new development. The HDMT datasets/maps can determine: who is near potential green streets; the land uses and transportation systems near potential green streets; public and retail services near green streets; and other environmental factors near (or in) the potential green streets.

DPH also conducted Park Pedestrian Analyses of three parks in EDCs.⁸ And in Chinatown, another EDC, they recently completed a Pedestrian Environmental Assessment with the Chinatown Community Development Center. DPH's Division of Environmental Health will continue to provide technical assistance throughout the project and participate in citywide agency meetings.

4. Promote Equity: Engaging local communities in the design process and focusing the project in EDCs, which suffer from a dearth of playgrounds, parks, community gardens, or trees, will promote equitable

⁶ Kuo FE, Sullivan WC. Environment and crime in the inner city: does vegetation reduce crime? *Environment and Behavior*. 2001;33(3):343-367.

⁷ Taylor AF, Kuo FE, Sullivan WC. Coping With ADD: The Surprising Connection to Green Play Settings. *Environment and Behavior*. 2001;33(1):54-77

⁸ Detailed information on the Pedestrian Park Analysis, conducted in partnership with the Trust for Public Land, is available at: <http://www.sfphes.org/Parks.htm>.

access to parks and open space in San Francisco. SF Environment will conduct intensive outreach in EDCs (strategies for community engagement are detailed on page 12). The Department of Public Health, Neighborhood Parks Council, Nature in the City, and Walk SF will also assist with outreach.

In addition, comprehensive transportation needs assessments are included to ensure that Green Connections are designed based on real community needs and are coordinated with other transportation efforts. Residents of the six EDCs are predominantly low-income minorities, but in three areas—Potrero, Bayview-Hunters Point, and Visitation Valley—the redesign of large public housing projects into mixed income developments require that we understand the needs of current residents and anticipate the needs of a more diverse future population.

To gauge the impact of Green Connections on equity, the number of people from EDCs using Green Connections, local parks, and open spaces can be used indicators. Data on pedestrians and bicycle ridership, which is collected by the Municipal Transportation Agency and the SF Bike Coalition, can also be a proxy indicator for decrease cost of transportation to and from parks and open spaces.

5. Increases Housing Affordability: The Mayor’s Office of Housing, a project partner, is transforming severely deteriorated public housing units into sustainable, mixed-income communities with neighborhood retail, community centers, parks, and playgrounds through the HOPE SF initiative. Three HOPE sites, with more than 1,600 households, are in Green Connection EDCs. The largest is in the Visitation Valley EDC and adjacent to McLaren Park, one of the City’s most underutilized big parks.

HOPE SF will create thriving mixed income communities that contrast with the concentration of poverty currently plaguing these communities by replacing public housing units one for one and adding housing opportunities for all income levels. Before the mortgage crisis hit, funding for development of public housing and affordable units relied on a cross-subsidy from returns on market rate units. Today, the weakened housing market threatens to diminish possible profits from market-rate units, which will, in turn, limit the number of affordable units that are financially feasible.

Green Connections promise to enhance the asking price and marketability of market-rate units in these mixed income developments, thereby providing additional funding for affordable units. Thus, Green Connections will make it possible to develop a larger number of affordable units within HOPE SF developments.

Marketing studies show much of HOPE SF’s target market for homeownership units is young, childless professional couples. These individuals want to live and work in San Francisco, enjoying an active, urban, and car-free lifestyle. Green Connections will make it possible for residents to safely and easily access nearby parks. For example, the Sunnysdale HOPE SF site is adjacent to two large City parks, yet Sunnysdale residents do not access these parks for recreation or exercise due to:

- (1) Lack of connectivity: Steep hills, fences, and a high-speed thoroughfare prohibit pedestrian access to the parks due. There are no bicycle lanes and sidewalks are absent or in poor repair.
- (2) Unsafe streets: Routes to the parks pass through gang territory and car traffic.
- (3) Inhospitable streets: Routes to parks are barren, unfriendly, and poorly maintained.

Indicators that Green Connections are supporting efforts to increase housing affordability: EDCs will maintain the of public housing units; increase affordable housing supply to meet regional Housing Needs Allocation; and, increase affordable home ownership supply for low- and middle-income households. This data is collected by the Mayor’s Office of Housing.

This proposal is consistent with housing affordability requirements under the RHNA. It supports HOPE SF, which will rebuild 2,500 public housing units for extremely and very low income individuals. HOPE SF will include new construction of additional affordable rental and ownership housing, and construction of new market rate homes. Both will aid significantly in meeting San Francisco's regional housing needs for over 6,500 units of affordable housing to households of extremely and very low incomes, over 5,500 units affordable to households of low incomes, over 6,700 units affordable to households of moderate incomes, and over 12,000 units at market rate.

6. Promote Infill and Compact Development: The transportation needs assessments will ensure that Green Connections meet the needs of existing residents and future residents who we anticipate will reside in newly constructed infill housing. We will only be able to successfully diversify these neighborhoods in sustainable ways if the transportation needs of *all* residents are clearly understood and if Green Connections are designed in the context of a long-term transportation vision that takes growth into consideration.

Green Connections will support existing efforts to promote infill development. The three EDCs with HOPE SF sites are ripe opportunities for densification within San Francisco, which is already the most densely populated, transit-rich job hub in the region. By taking advantage of underutilized land, the City can accommodate growth that would otherwise be pushed to outer suburbs at ecological cost (more VMT) and cost to working families (higher transportation expenses.)

Indicators that Green Connections are promoting infill and compact development will be: an increase in the number of housing units at EDC/ HOPE SF sites; an increase in average density; a growth in neighborhood serving retail; and more community facilities.

7. Revitalize Urban and Community Centers: For EDCs, we see Green Connections as a significant strategy for revitalizing community. Adding trees, greening and widening sidewalks, and adding public seating increases pedestrian traffic and creates spaces where people tend to linger.

We have seen the success of these strategies in the Mission District, a large neighborhood in southwestern San Francisco with a vibrant mix of cultures. The Planning Department recently finished the Mission Streetscape Plan, which re-imagines Mission District streets as vital public spaces that serve the needs and priorities of the community. Strategies like widening sidewalks, planting trees, and installing sidewalk gardens have encouraged businesses to move more seating outside. Temporarily closed streets have created venues for community markets. In these new spaces, it's not uncommon to see families and neighbors gather to share an afternoon ice cream while kids play four-square.

It is particularly difficult to measure qualitative impacts on quality of life, so we will look to quantitative indicators like bicycle and pedestrian traffic, public outdoor seating, and the establishment of community and farmer's markets and other street festivals (data that is currently collected by the Planning Department and the Municipal Transportation Agency) to proxy for improved quality of life.

8. Protect Natural Resources and Agricultural Lands: Green Connections will increase use and appreciation of parks and open spaces in San Francisco while converting paved city streets to green locales. With technical support from the PUC and the local nonprofit Nature in the City, Green Connections will incorporate watershed boundaries, natural areas and communities, wildlife corridors and desired and potential interconnectivity among parklands for wildlife migration and recreation.

Indicators that Green Connections are successfully protecting natural resources will include: an increase of the number of native and/or drought tolerant plants along Green Connection streets (data collected in the Urban Forest Map); an increase in populations of birds and butterflies (data collected by Nature in the City); and improved access to parks and open space, particularly among residents of EDCs (data collected by the Recreation and Parks Department).

To ensure that Green Connections are consistent with the California Wildlife Action Plan,⁹ the Planning Department will work Nature in the City, a local nonprofit committed to conserving and restoring the nature and biodiversity of San Francisco and connecting people with nature where they live.

9. Reduce Automobile and Fuel Consumption: Green Connections will lead to more walking and bicycling, and decreased auto use, by creating attractive alternatives for people to access open spaces. Recent research suggests environmental factors including street greening and traffic calming encourage cycling for active transportation, and its related health benefits. According to the U.S. Department of Transportation, half of all trips are shorter than three miles – easy bicycling distance.¹⁰ By creating safe, inviting green connections, this project will encourage a larger proportion of those trips to be made without a car. An increase in walk/bike mode share and a decrease in vehicle miles traveled will be indicators of reduced auto traffic. Data for these indicators is currently collected and managed by the Municipal Transportation Agency.

Green Connections are consistent with the California Transportation Plan's six goals.¹¹ In particular, the project will “enhance public safety and security”, “reflect community values”, and “enhance the environment.” This proposal is also consistent with San Francisco's Transit-First policy, which promotes pedestrian safety and prioritizes transportation alternatives to private vehicles.

10. Improve Infrastructure Systems: The primary goal of the project is to improve open space infrastructure. Green Connections will actually create an open space infrastructure where there has never previously been one. It will also increase the local open space acres per resident. As described, Green Connections will also directly improve stormwater management and transportation systems.

Indicators of infrastructure improvement include: additional bicycle lanes, sidewalk improvements, additional trees, and more open space acres per resident. Data on these indicators are collected and managed by the Municipal Transportation Agency and the Planning Department. In addition, the project will reduce stormwater runoff, which is monitored by the SFPUC.

11. Promote Water Conservation: Landscaping installed as part of Green Connections will comply with the Better Streets Plan and San Francisco's Green Landscaping Ordinance, which requires plants in the public right-of-way to be “climate appropriate” in order to encourage responsible water use. The SFPUC maintains a list of plant species that are deemed “climate appropriate” for the purpose of complying with the Green Landscaping Ordinance. This will reduce the need for water while enhancing greenery. Streets will also be designed using best practices for permeability and will utilize grey water for water needs where possible. An indicator will be the number of drought-tolerant plants installed.

The proposed strategies clearly align with the Bay Area Integrated Regional Water Management Plan, as described on page 7.

⁹ The City and County of San Francisco do not fall within conservation areas defined in the Natural Community Conservation Plan or by the Surface Mining and Reclamation Act.

¹⁰ U.S. Department of Transportation, Bureau of Transportation Statistics, NHTS 2001 Highlights Report.

¹¹ California Transportation Plan 2025: Executive Summary. http://www.dot.ca.gov/hq/tpp/offices/osp/ctp2025_files/ctp02.pdf

12. Promote Energy Efficiency and Conservation: Green Connections will be supported by the City’s Green Building ordinance, which requires minimum LEED or Greenpoint performance standards for all new buildings over 5,000 square feet. The three EDCs in less dense areas—Potrero, Hunters Point-Bayview, and Visitation Valley—will see an influx of development in coming years, through HOPE SF and other development projects. As new buildings are constructed, we will see more greening of setbacks, which will augment greening in the public right-of-way.

13. Strengthen the Economy: Green Connections will support local economies by creating the space for local eating establishments to add outdoor sidewalk seating. The project will also identify portions of right-of-way that can be temporarily transformed into plazas for farmers markets or community gardens. This is especially important in EDCs, where access to healthy food is limited. To gauge the impact of Green Connections on economic strength, the number of farmers markets and outdoor seats may be used as indicators.

In the three EDCs with HOPE SF sites, the redevelopment of those housing projects will bring an influx of residents and capital to areas of concentrated poverty, creating a larger market of consumers to support local businesses & entrepreneurs, and help revitalize struggling neighborhood commercial corridors. Investment in open spaces will physically transform the community, creating a friendly, safe environment for residents and businesses alike.

3: Priority Considerations

1. Ongoing Collaboration

Partner Roles: The San Francisco Planning Department will oversee all project management, including convening partner meetings and facilitating community workshops. Department staff will also map and design streets, as well as conduct the connectivity and transportation studies in consultation with MTA.

In three of the six EDCs, the Planning Department will work closely with the Mayor’s Office of Housing (MOH) to coordinate Green Connections with the redevelopment of severely distressed public housing projects. In particular, MOH and transportation planning staff will collaborate to conduct the connectivity needs assessments in those areas.

The Department of Public Health, the Public Utilities Commission, the Municipal Transportation Agency, the Port of San Francisco, and the Department of Public Works will lend their technical expertise to the project. Each agency will participate in the project launch, which will map current and upcoming efforts to green streets, install bicycle lanes, create pedestrian paths, or make other improvements. Agencies will also participate in regular project meetings.

The Department of Public Health will help identify additional indicators and appropriate data sources for measuring impact and lend their considerable knowledge of developing and analyzing pedestrian routes using the Pedestrian Environmental Quality Index.¹² DPH will also assist with outreach.

SF Environment (San Francisco Department of the Environment), DPH, and three local nonprofits—the Neighborhoods Parks Council, Walk SF, and Nature in the City—will conduct outreach prior to community workshops. The outreach team at SF Environment works almost exclusively in low-income, minority neighborhoods doing door-to-door outreach, phone banking, tabling and monitoring at events, and presenting to community based organizations. As part of their outreach work, SF Environment staff

¹² For a recent study on pedestrian routes to San Francisco parks, see <http://www.sfpbes.org/Parks.htm>.

will also survey residents about how they use streets, access parks and recreation facilities, and their priorities for open space improvements. Survey responses will contribute to the transportation study and the street design. Walk SF has already worked in targeted EDCs—they recently collaborated with the Tenderloin Housing Clinic and other groups to advocate for pedestrian safety and traffic calming measures. Neighborhoods Parks Council recently completed citywide outreach for the update to the Recreation and Open Space Element and for the Communities of Opportunity Fund, a City program to fund small neighborhood park improvement projects. Nature in the City has also been involved throughout the update to the Recreation and Open Space Element, including coordinating numerous focus groups to provide input on the update.

Broader Engagement: The Planning Department will continue to work with ABAG and Metropolitan Transportation Commission in the development of the regional Sustainable Communities Strategy. The Senior Manager of the Green Connections project represents the Planning Department at regional FOCUS meetings, providing a direct link between this project and regional activity.

Community Engagement: The Planning Department will facilitate two community meetings in the EDCs to solicit input on the design of Green Connections. (Outreach is detailed in the preceding section.)

2. Best Practices

Replicable Tools & Processes: As all small and large cities look to meet development projections with infill development that density will need to be balanced with more green public space. Green Connections will model how to transform urban streets into open spaces with amenities such as multi-use paths, trails, plazas, and other public spaces as feasible. Within the City, individual street designs will be prototypes for additional Green Connections in other neighborhoods.

Project Promotion: In addition to the community workshops outlined in this proposal, a final report and policy recommendations for greening streets in high needs areas will be endorsed by the Planning Commission and posted on the Department's Web site. As the project concludes, staff will look for opportunities to present Green Connections, including presentations at statewide conferences, such as California APA, and through seminars with local organizations, such as SPUR (San Francisco Planning + Urban Research Association) and ABAG. Project partners will also promote the final product.

3. Project Budget

The proposed budget is presented in four parts: public outreach and community workshops; a transportation/connectivity needs assessment for EDCs with HOPE SF sites; the design and development of Green Connections; and an analysis of the transportation impact of Green Connections.

The Planning Department, the lead applicant agency, will work with seven public agencies (Mayor's Office of Housing, Department of Public Health, SF Public Utilities Commission, Municipal Transportation Agency, Port of San Francisco, Department of Public Works, and Dept of the Environment) and three nonprofits (Neighborhood Parks Council, Walk SF, and Nature in the City). Approximately 40% of the budget is allocated to the Planning Department; the remaining 60% is allocated to these partners.

Committed Funding: Twelve percent of the total project budget will come from in-kind services and technical expertise. The Planning Department will support two graduate student summer interns who will assist with implementing community workshops, developing street designs, and aspects of the transportation analysis. The Public Utilities Commission, the Department of the Environment, and

nonprofit partners will provide in-kind technical assistance. Without the Planning Department’s previous investment in the ROSE (a \$300,000 project), this project would not be possible.

Future Funding: The City is committed to seeking funds to implement Green Connection. Potential sources include: fees from new development in project areas; citywide transportation impact fees; a proposed open space impact fee; and, benefit and assessment districts.

4. Climate Change Impacts

Potential Climate Change Impacts: Current climate change modeling applied specifically to the San Francisco Bay Area predicts changes to the wet weather cycle. Specifically, it is anticipated that the area, on balance, will receive fewer but more severe storms. San Francisco’s stormwater system diverts the majority of rainfall into storm drains and into the City’s combined sewer system. With larger rain events and with the extremely high drainage coefficient of the City’s primarily impervious landscape, it can be anticipated that the water treatment system will receive larger peak volumes of wastewater, which could translate into additional combined sewer discharges into the City’s receiving water bodies. Green Connections is one tool to absorb more rainfall, keeping it out of the combined sewer system.

Improved Adaptation: All of San Francisco will benefit from improved stormwater management. Low-lying neighborhoods, like EDC Bayview-Hunter’s Point, are also vulnerable to rising sea levels. Reductions in GHGs will contribute to slowing global warming.

5. Economically Disadvantaged Community

Disadvantaged Community Benefit: Green Connections will be implemented in six EDCs. (Refer to page 25, for a detailed map of EDCs.) As in many urban neighborhoods, residents represent a wide range of income levels, so the following table offers a snapshot of the overall EDC and the pockets of poverty within them.

Neighborhood	Median Household Income (MHI) ¹³	Percentage of State MHI	Percentage of SF MHI	HOPE SF MHI (% of State MHI)
Bayview-Hunters Point	\$23,499	39%	32%	\$15,020 (25%)
Tenderloin	\$30,210	50%	41%	-
Chinatown	\$35,939	60%	49%	-
Western Addition	\$41,353	69%	56%	-
Visitation Valley	\$56,550	94%	76%	\$12,068 (20%)
Potrero Hill	\$56,965	95%	77%	\$16,540 (28%)

The densely populated EDCs—Chinatown, Tenderloin, and Western Addition—are built out and they are surrounded by neighborhoods that are also built out. So Green Connections will connect residents to nearby open space and develop creative ways to convert urban space to open space. In Chinatown for example, which is located between the downtown financial district and Nob Hill, designated alleys may be closed off in afterschool hours to give kids a safe space to play.

In less dense EDCs—Potrero, Bayview-Hunters Point, and Visitation Valley—Green Connections will revitalize streets and connect residents to open spaces that are inaccessible because of poor street design or safety concerns.

¹³ All household income data is from the 2007 Applied Geographic System.

Community Engagement: The need for the Green Connections was identified while updating the Recreation and Open Space Element of the General Plan. More than 500 people responded to an Open Space Survey and hundreds more attended more than 20 community workshops held across the City, including meetings in each of the EDCs. A Mayoral Task Force also formulated recommendations for the update to the ROSE and community members from Chinatown, Bayview, and Visitacion Valley were a part of this task force.

4: Organizational Capacity

The San Francisco Planning Department has ample experience completing this type of work. The Department currently manages over \$3.4 million in grant-funded projects. Department staff are experienced in the technical aspects of urban design and planning and in engaging community participation. For example, the Mission District Streetscape Plan identified over 25 streetscape improvements that would enhance the walking, biking, and ecological environment on the public right-of-ways of this economically disadvantaged community. With this plan, the Department was able to leverage over \$10 million in grant funds to construct streetscape improvements.

Multiple city agencies are involved so that the expertise needed to implement the project is engaged from inception. Project staff has previously worked with all of these agencies on other projects, including the ROSE, the Better Streets Plan, and the Mission Streetscape Plan; we are confident that collaboration will be successful. We will hold regular meetings with these agencies throughout the project to keep abreast of any developments that might impact the project.

Each City agency involved in the project will appoint a project liaison who will be responsible for coordinating their respective staff. The project will be kept on schedule and within budget with the oversight of an experienced Project Manager, Susan Exline. As project manager and lead planner for the Recreation and Open Space Element, Ms Exline has already established working relationships with City agencies and nonprofits. She will meet monthly with the Planning Department's Chief Administrative Officer and finance personnel to monitor project spending.

In the case that a project goes over budget, the City agencies involved will assume all necessary staffing costs to complete the project as described in the attached work plan.